

## Chapter 4.10 – Traffic Impact Study

### Sections:

- 4.10.100 - Purpose
- 4.10.200 - When Required
- 4.10.300 - Traffic Impact Study Requirements
- 4.10.400 - Approval Criteria

### 4.10.100 Purpose.

**A. Purpose.** The purpose of this section of the code is to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. This Chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the Study.

**B. Typical Average Daily Trips:** Standards by which to gauge average daily vehicle trips include: 10 trips per day per single family household, 5 trips per day per apartment; and 30 trips per day per 1,000 square feet of gross floor area such a new supermarket or other retail development.

### 4.10.200 When Required.

**A. When a Traffic Impact Study is required.** A Traffic Impact Study shall be prepared and submitted to the City with the application for review by the City and Oregon Department of Transportation when the following apply:

1. The development application involves one or more of the following actions:
  - a. A change in zoning or a plan amendment designation; or
  - b. Construction of a building, or an increase in floor area of an existing building, that requires Site Design Review in accordance with Section 4.2.500; or
  - c. A land division or a consolidation of property boundaries that creates a new street or changes access to an existing street; or
  - d. Any proposed development or land use action that ODOT states may have operational or safety concerns along a state highway.
2. The development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis or study, field measurements, crash history, Institute of Transportation Engineers Trip Generation manual; and information and studies provided by the location reviewing jurisdiction and/or ODOT:

**4.10.200 When Required. (continued)**

- a. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more; or
- b. An increase in ADT hour volume of a particular movement to and from the State highway by 20% or more; or
- c. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day; or
- d. The location of the access driveway does not meet minimum site distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or
- e. A change in internal traffic patterns that may cause safety problems, such as back-up onto the highway or traffic crashes in the approach throat area; or

**4.10.300 Traffic Impact Study Requirements.**

- A. **Preparation.** A Traffic Impact Study shall be prepared by a professional engineer in accordance with OAR 734-051-180.
- B. **Transportation Planning Rule Compliance.** See Section 4.7.600.

**4.10.400 Approval Criteria.**

- A. **Criteria.** When a Traffic Impact Study is required, approval of the development proposal requires satisfaction of the following criteria:
  - 1. The Traffic Impact Study was prepared by a professional engineer in accordance with OAR 734-051-180; and
  - 2. If the proposed development shall cause one or more of the effects in Section 4.10.200A.5. above, or other traffic hazard or negative impact to a transportation facility, the Traffic Impact Study includes mitigation measures satisfactory to the City Engineer, and ODOT when applicable; and
  - 3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
    - a. Have the least negative impact on all applicable transportation facilities; and
    - b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
    - c. Make the most efficient use of land and public facilities as practicable; and

**4.10.400 Approval Criteria. (continued)**

- d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
- e. Otherwise comply with applicable requirements of the City of Stanfield Development Code, including Chapters 3.1 Access and Circulation, 3.2. Landscaping, 3.3 Vehicle and Bicycle Parking, 3.4 Public Facilities Standards, (3.5 Surface Water Management,) and 3.8 Loading Standards.

**B. Conditions of Approval.** The City may deny, approve, or approve the proposal with appropriate conditions.